

# Volkswagen Folks

DECEMBER 05

TM



A Monthly Publication of The Scenic City Volks Folks  
Chattanooga, TN

[www.volkswolks.org](http://www.volkswolks.org)

# NEWS

## Have A Merry Volkswagen Christmas



# From the Prez...

The hometown Christmas parades have all come and gone, the stores are counting down the shopping days, and you seem to hear Christmas music everywhere you go. That means it's time for the annual Volks Folks Christmas Party! I hope that everyone can make it to China Moon on Monday evening, December 19<sup>th</sup> to join in the fun! Remember to bring a wrapped gift to exchange in our Chinese auction (\$10 limit).

If you who missed the Channel 3 Share Your Christmas Food Drive on December 6<sup>th</sup> this year, you missed a good one. We had what I think may have been our largest caravan of Volkswagens ever drive up and drop off food. For the first time in a few years, they asked to interview one of us on the 6:00 news. I had my two minutes of fame on live TV a few years ago, so I pushed the honor off on our show committee chairman (Herb) this time. This event is always a lot of fun, and it's to sup-

port a very worthy cause, the Chattanooga Area Food Bank.

We've got another chance to support the food bank lurking around the corner.

Do you realize that there are only 4 more monthly meetings before Bug-A-Paluzza 8? We will be partying at the December meeting, but the January through April meetings we'll have lots of work to do and decisions to make about the show. So enjoy the holiday season, but when 2006 rolls around, it'll be time to roll up or sleeves and get to work.

In closing, please keep our troops who will be spending Christmas overseas in your thoughts and prayers, and when they come home be sure to tell them thank you for a job well done. Our world will be a safer place because of their sacrifice.

Happy Holidays,

Zen Hendricks

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MANAGER, JEFF HOLLIS

## On The Cover

This month's cover features a red convertible Super Beetle. The beetle image was found on the internet as were the separate images of Santa and the Tennessee Aquarium. Each image was brought into Photoshop and the subject isolated from its' background then layered one on top of the other. With the images positioned in place the pavement was extended beneath the car and a shadow cast from the car onto the pavement. Lastly the text was added and modified to give it a three dimensional appearance.

# VolksFolks

NEWS

A Monthly Publication of the Scenic City Volks Folks



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# Shoot the Breeze The Knowledge of Strangers

It's amazing to me that I don't know as much about my VWs as I thought I did. I mean, I don't know as much as someone who has been around them all their lives, but I do know a little. You would think that I would have some knowledge of at least the ones that I own. I don't profess to know it all, but I'm not VW illiterate. There are some people out there that know way more than I do.

Take this for example: I was at a local convenience store the other day, getting some much needed milk for the "ba-ba" that keeps my 2-year-old son from going ballistic. There was this kid (and I say kid, for he couldn't have been much more than 17) behind the counter who scanned my items and took my money. After I left the store and was putting the milk into a safe place (you don't want gallons of milk rolling around in your bus, potentially messy situation), I hear, "Nice van, man." I look behind me and there he was, checking Oscar out. He took a puff on his cigarette, blew out the smoke and said, "You don't see these around much anymore." I agreed, knowing to myself that I do. I see them all the time. He then proceeds to comment on the original hubcaps. "You can't find those things anymore. They ought to bring \$100 each on eBay." I tell him, "No, you can find them. Try any VW car show's swap meet, sometimes about \$5 each for some decent ones." "Oh, but the right person would pay a lot to get those," he says. I'm thinking that the person who would pay \$100 for a VW hubcap is also the person who would pay \$99,000 for a split-window camper, few and far in between

**By the end of 1961,  
Volkswagenwerk and  
its subsidiary and  
affiliated companies  
employed  
80,874 people.**

and I would never be lucky enough for them to buy my hubcaps. Shoot, at that rate, I've got a fortune in hubcaps in my garage. I finished putting the milk in the bus, made sure the kids were buckled up, and said good-bye to the VW expert who had just taught me a thing or two about the economics of vintage vehicle ownership.

Or how about the time that I am at the filling station and this man walks up and asks what kind of engine is in my bus. I tell him that it is a VW 2.0 liter 4-cylinder air-cooled engine. I should have pointed out my engine code and explained that it was an engine made in August of 1977, to be put into a US bound, non-California VW bus, but by what he said next, I could tell that it wouldn't have mattered anyway. He said, "Oh, you have a Porsche engine in there. My buddy had a bus and he had a Porsche engine in there." I asked him if it looked like the one in my bus, and he told me it did. I didn't tell him that he was an idiot, because I couldn't be for sure that someone actually took a Porsche engine and put it in their bus or didn't, because I wasn't there when it happened. I just know that my engine is not a Porsche engine. I didn't tell him either that, yeah, the engine in a Porsche 914, a VW Type 4, and a late bus engine were more or less similar. It wouldn't have mattered. As far as he was concerned, I had a Porsche engine in my bus and that was that. OK.

I don't mean to sound condescending, but come on now; I don't open my mouth and pretend to know the facts about something unless I am absolutely sure that it is the honest-to-goodness truth. I wouldn't walk up to someone and proceed to tell them, "I see you have a 1985 Ford Escort Wagon. You do know that Ford didn't actually make the Escort, don't you. Yeah, it was made by an unknown company in Estonia who employed



elves to make their 4.5-cylinder engine that ran on refined elk droppings. And the body is made out of the Cedars of Lebanon." No, I don't do that. Mainly, because I don't know squat about a 1985 Ford Escort Wagon, much less about Fords in general; secondly, because I couldn't be sure that what I thought I knew was the truth. It could potentially turn into one of those "open mouth, insert foot" situations that I can't stand to have happen to me. Do you see what I mean?

I don't want people to think that I am a VW genius, knowing all there is to know about them. I don't know everything. But I'm not a fool, either. I would consider myself a fool if I went around spewing out misinformation to others who might well actually know more than me, even to the point of them knowing the actual facts. And if the person was not learned in the art of VW mechanics, misinformation would only confuse them even more. I have heard it said before to "stick to what you know". I'll go a step further and say to "stick to saying what you know" as well.

Well, I've got to go. I need to hurry because I think there is a VW 101 lesson about to start at my local post office and I don't want to be late. Or is it at the gas station? Or maybe it is at Burger King today...

Till later,  
GoBusGo!

# Technically Speaking...

*Where Have All My Plug Wires Gone? ..."Long time missing..."*

If Peter, Paul and Mary had driven VW's they'd have written this song! I have been sitting around trying to come up with some great revelation to share with everybody that hasn't been addressed here before. Yesterday afternoon came a knock on the door, and in pops one of our very own. The master of heat channels and floorpan replacements, Sir Richard, the Strouthearted (aka, Plug-war). He reminded me of a situation he got into about spark plug wires and the case of the missing cylinder. I know the story, and I won't reveal it here, in fear, that Herb Keedy's bald head would gain in cubic inches.

Some of you old timers may know about this little piece of info, but this column is for the folks that are new to VW's. Let's say someone gave you a "turn-key engine" to install in your air-cooled bug/bus. You slap it in, hook everything up,

twist the key and all you get is "pops, poops, backfires, etc.". What kind of deal is this? You recheck everything, and they all seem normal - but are they? Before you start twisting the distributor every which way (favorite thing to do, it seems), let's go back to basics. Is the distributor in time? Are the valves adjusted properly?

Are the plug wires going where they should be? Let's start with getting the engine mechanically in time (we're going to assume the dude who built the engine got the cam shaft in time). Turn the engine, by hand, until the timing mark on your crankshaft pulley is at 12 o'clock, splitting the crankcase. At this point, you could be on number one cylinder or number three cylinder. We have to find number one cylinder to check and see if the distributor rotor is pointing correctly.

Here's the trick: Remove both valve covers, put a wrench on the generator/alternator nut, and with

the crank pulley marked at 12 o'clock, have a buddy turn the engine back and forth in a pretty good arc. Watch the rocker arms on number one or number three cylinder. If the number three rocker arms start moving in or out, and the number one cylinder rocker arms stay stationary, you are on number one cylinder. If the number one rocker arms start moving, you are on number three cylinder. Duh!! You still want to be on number one cylinder, so turn the engine by hand 360 degrees either way and you'll end up on number one cylinder. At this point, remove the distributor cap and find the little slash mark on the outer edge of the distributor case. If the rotor is aimed at the mark, it's basically in time on number one cylinder. Now, set the distributor cap in position and see if the number one plug wire actually goes to number one cylinder (it's easy for the plug wires to number one and number two cylinders to get twisted around and under,

*Continued on page 7*

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# Volkswagen In The News

## Volkswagen to Debut Unusual Concept at L.A. Show

Inside Line has learned that Volkswagen of America will hold the worldwide debut of a new California-designed concept vehicle at January's Los Angeles auto show.

"I can only say it's a 'vehicle,'" said VW spokesman Tony Fouladpour. "It doesn't necessarily have four wheels and it may go into production."

Without giving any more details,

Fouladpour said the concept is not a motorcycle.

The new concept is a product of VW's advanced design studio in Simi Valley. The California concept will also be shown at the Detroit auto show.

"L.A. will be a bigger show for us than Detroit," Fouladpour said. "We get a bigger share of the voice mediawise in Los Angeles and besides, L.A. is such a VW city."

What this means to you: VW's teaser about its newest concept lends itself to all kinds of speculation. How about a three-wheeled Beetle with a big key in the back?

## Volkswagen will pull niche vehicles out of its 'hat' with new future product blueprint

Volkswagen brand Chairman Wolfgang Bernhard has borrowed from his days at the Chrysler group to create a future product blueprint for VW.

Internally, the plan is called "Hut" -- a German word that means hat. It refers to VW's initiative to place a unique exterior, or hat, over vehicles that share underpinnings.

The strategy is "to offer different models with a single change of the sides and roof parts, without changing platforms," Emilio Saenz, managing director of VW's Autoeuropa assembly plant in Portugal, told Automotive News Europe, a sister publication to Automotive News.

Autoeuropa is a leading candidate to produce VW's niche vehicles,

sources say.

In the next three years, VW will launch as many as 10 vehicles that either will be based on derivatives of current cars or will be niche models.

### Crossing over

The first vehicles using the Hut plan will be "Cross" versions of current models that will offer distinct styling and unique engines but similar underpinnings as mainstream models. The first example, a Cross Polo, will be unveiled at the Geneva auto show in February, followed by the Cross Golf Plus in July and Cross Fox later next year. All Cross versions will have styling that is different from mainstream mod-

*Continued on page 7*

**In 1961, the Bavarian State Mint issued gold and silver medals with Dr. Heinz Nordhoff on one side and a Beetle on the other to commemorate production of the five millionth VW.**

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# Bug Bites®

## Gone, Gone, Gone :(



I recently traveled to Chesapeake, Virginia to visit my mother for the first time in several years. When I was last there her garage and the barn out back still had quite a bit of Volkswagen parts stored in them. Over the years since my dad's death mom slowly but surely eradicated the inventory of new and used VW parts he had accumulated.

It wasn't until I actually went for this visit that I realized how serious mom had been about wanting to get rid of all that "junk" (now mind you a good bit of it was brand-new-still-in-the-package parts). Where there had at one time been four or five engine blocks (short and long) there was now just one partially assembled (or disassembled - I can't be sure which) block which promptly came home with me. In the barn rafters were about six to eight brand new running boards, and the bottom half of a back seat for a Type I. On the wall was a lone hub cap and on a metal shelf unit I found a lonely aluminum

VW emblem with the prong that attaches it to the bus front missing.

Gone were the boxes and boxes of brand new engine tin, tin screws, fender webbing, muffler donuts, 36mm axle nuts, gland nuts, gasket sets, oil caps, carburetors, accelerator cables, fuel filters, hose clamps, coils, visors, door handles, stick shift knobs, headlight chrome, bumper brackets, turn signals, rims and mirrors. Even the old spare fenders were gone! :(

My dad has been gone fourteen years now and even though I miss him everyday, the empty void once occupied by him never seemed quite so immense and final as it did when I discovered the last vestiges of Volkswagen parts he had amassed was no longer there. And this at Christmas time too.

Unfortunately nothing physical on earth lasts forever and as much as I cringe at the thought, one day hundreds of years in the future the roads

will be void of our fantastical, lovable cute little cars. Like a well loved pet, we receive joy from our bugs and buses and the memories we create with them. My dad and the hoard of VW parts he left behind are gone from my mom's house now but they will always be there for me to enjoy in memory even if they aren't here in person.

-Charlton (a.k.a. "Bugz")

**In 1964, sailors aboard the heavy cruiser U.S.S. St. Paul bought a VW Bus with funds from the ship's company. The bus was used for errands that didn't qualify for official Navy transportation.**

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## VOLKSWAGEN ANAGRAMS

Rearrange the letters in the phrases below to discover a new word or phrase. Numbers in parentheses is the number of letters in the word. Two or more numbers indicates the number of words in the answer. Example:

1. undo our tab (10)

Answer: ROUNABOUT

2. round gin barn (7,5)

3. wild snow pit (5,6)

4. tight quarrel (12)

5. four hands (3,6)

6. handiness now (4,3,5)

7. a chubby egg (5,5)

8. dining eel (6,3)

9. twirliest whale (9,5)

10. turbo racer (11)

11. gas lit hilt (9)

12. bus perm (7)

13. od bad rash (9)

14. fowl grubs (9)

15. fewer ovals (6,4)

16. he daft or ill (5,6)

17. boiler cat (9)

18. apple cores (7,3)

19. cool aider (9)

20. spare home (9)

### Answers to last issues

#### Word Scramble

- |                 |             |
|-----------------|-------------|
| 1. IHTGN        | Thing       |
| 2. YEWTTPO      | Type Two    |
| 3. ORDCILAE0    | Air Cooled  |
| 4. NASRRPRTOTE  | Transporter |
| 5. TRLBICEOA    | Cabriolet   |
| 6. IWOPNSILDWTW | Splitwindow |
| 7. NAARKMN      | Karmann     |
| 8. AATFSLWIE    | Westfalia   |
| 9. WLSANEGIX    | Swingaxle   |
| 10. OMSHEPRAH   | Semaphore   |
| 11. OORICCCS    | Scirocco    |
| 12. AUNEKWL BGE | Kubelwagen  |
| 13. CRMITE      | Metric      |
| 14. IAATVNR     | Variant     |
| 15. UUBNGS      | Sunbug      |
| 16. AAKSTCFB    | Fastback    |

## Technically Speaking...

*Continued on page 7*

behind the generator/alternator stand), so, tug on them to be sure you are dealing with the correct wire. If your number one plug wire is going to the number two spark plug, swap them around at the plug. Going COUNTER CLOCKWISE on your cap after finding number one cylinder, the next wire will be number two, next number three, and lastly, number four - this is so simple!! If the rotor does not line up with the slash mark, and it looks like it's about 45 or 90 degrees off, and your vacuum unit runs into the fan belt or intake manifold while trying to get the rotor to set on the slash mark, more than likely your drive gear in the case was installed incorrectly. This is a pain in the butt for vacuum equipped distributors, but not a problem with centrifugal distributors, as you don't have to worry about the vacuum unit getting in

the way. If you have to move the drive gear in the case and have not done it before, I STRONGLY suggest you get some help! You could ruin your whole day if you drop the washers off the drive gear down into the crankcase. They end up on top of the camshaft gear. Oh, #@\$%!! You know what that means! If all is well with the valves (probably wouldn't hurt to go ahead and recheck adjustments) and you still can't get the bloody thing to run, find a mechanic before you get in big time trouble. It might be electrical, fuel, a flat tire, a window rolled down too far, car facing in wrong direction (remember what you're working on). If you are totally confused by all of this, go see Richard or Herb - they know all about them plug wars (chuckle, chuckle)!!!

Submitted by: Retbugtech aka THE GODFATHER!

## New Niche Vehicles

*Continued from page 5*

els and meant to attract younger buyers.

Among planned niche vehicles are a Golf-based coupe called the Scirocco, due in 2008, and a four-door coupe-style vehicle based on the Passat that will be similar to the Mercedes-Benz CLS. The Passat coupe should be in showrooms by 2009.

Bernhard expects these benefits from the Hut strategy:

- VW will no longer rely so heavily on core vehicles such as the Golf and Polo.
- The carmaker can expand its lineup while keeping costs under control.

Bernhard took charge of the VW brand on May 1. He quickly realized that one of the automaker's most pressing problems in the next three years will be a lack of new high-volume models. "We have the wind in our face, and we will get no help from volume launches," Bernhard said during an analyst call in July.

VW launched its fifth-generation Golf in fall 2003. The sixth-generation Passat went on sale last March, and the fifth-generation Jetta went on sale in June.

### Chrysler's way

"For the next two to three years, our strategy must be to reduce cost to survive and to finance the next product

offensive," Bernhard said at the launch of the Eos coupe cabriolet at the Frankfurt auto show in September. "It's very similar to the situation at Chrysler."

During 2002 and 2003, Bernhard helped start a so-called "top hat" approach at Chrysler, where he was COO. The strategy was to develop derivatives such as the Chrysler 300 sedan (sold as the Chrysler 300C in Europe) and Dodge Charger sedan, two vehicles based on common platforms and parts but with completely different rooflines.

At VW, Bernhard wants to cut 7 billion euros, or \$8.25 billion at current exchange rates, in development costs by 2010 by using common parts among several different vehicles and producing multiple models on flexible assembly lines.

But not everyone is convinced the strategy will work or that Bernhard's cost-cutting plan represents a significant savings. Adam Jonas, a European analyst at Morgan Stanley in London, warns that platform sharing without significant differentiation could be a problem for VW.

"The strategy has to be done carefully," Jonas says. "The markets are too competitive to chance delivering a shell of a car without significant innovations. Buyers are wise enough and savvy enough to know there are not significant changes."

A Look Back - Classic Volkswagen Print Ads  
circa 1960



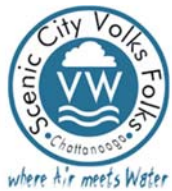
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